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CHINESE DOCTORS.

AN APPRECIATION OF THEIR
DRUGS AND CURES.

It is the usual thing for foreigners to take Chinese Materia Medica as a joke and laugh at the ludicrous contents of some of the concoctions made from Chinese prescriptions, writes "Rover" in the "Central China Post".

We are aware that there is cause for laughter at the indiscriminate dabbling in medicine which prevails amongst the Chinese, when every one who possesses an elementary knowledge of the characters, is able to purchase a book on medicine which contains some age-worn prescriptions, and practice on his more ignorant neighbours, who are victims of his incompetence in many cases. But there are good Chinese doctors and some Chinese remedies which cure certain ailments, if properly applied. It is a case of putting the saddle on the right portion of the horse's anatomy. If you put the saddle on his head or his tail or applied it upside down, you would not go far on your day's journey.

GET THE RIGHT DOCTOR.

So with Chinese drugs and Chinese doctors. The drugs are all right, the question comes where to find the doctor to apply the right drugs to the particular disease. If you get a doctor without experience or common sense, then ten to one he will kill you before he cures you. But if you get by lucky chance the doctor who really knows his business and is able to diagnose your ailment, he will be able to use the drugs nature has given in her universal benevolence to man to the best advantage and you will recover, if your constitution is not too weak to stand the sickness before it can be cured.

This can be said also of foreign medicine and practitioners. Some are more capable than others and are in greater demand than their fellows. They all use the same drugs as the basis of their prescriptions. It is the ones who use those drugs with the greatest discrimination, who cure the most patients. But foreign practitioners are all trained men and the governments of their respective countries see that they are qualified before they are permitted to practice. With the Chinese there is no such thing as registration or government control. That is why every Tom, Dick and Harry can wreak their will in experimenting on their ignorant fellows and that is why Chinese medicine is looked at askance by foreign persons who are sick.

But one swallow does not make a summer, neither does this mass of incompetent Chinese practitioners hide the fact that Chinese medicine is a force if properly applied.

Foreign medicine has been at the disposal of the Chinese in a limited way for only the better part of a century. Even today a very small proportion of the population are acquainted with the use of the drugs when the rest of the world was in chaos and savagery. During all these long ages, the Chinese were dependent entirely on their natural remedies when they got sick; and as sickness is no respecter of people they had either to devise remedies or succumb helplessly to illness when it attacked them.

A nation who were able to evolve a civilization like theirs on their own merits would hardly fail in this most vital need. A people who could invent the written character, understand astronomy, invent printing and gunpowder, practice irrigation and mathematics and excel in bridge building, architecture and art, would hardly neglect this most necessary study of medicine, to aid man against his common enemies, sickness and death.

China abounds in herbs and drugs. On the mountain ranges of Szechuan grow nearly every herb needed in pharmacy.

ATTENDED BY CHINESE PHYSICIANS.

I have had extensive opportunities of testing Chinese medicine and I have nothing but gratitude for what it has done for me on more than one occasion. In my many years of roaming in the interior of China, I have innumerable times been in places where I was hundreds of miles from foreign medical aid. When I felt sick, I always relied on Chinese medicine and my experiences have been very fortunate.

In 1912, in the hottest part of a very hot year, I was in Kueifu, Szechuan. Suddenly and without warning I was attacked with acute dysentery. For days I lay more dead than alive and my companions gave me up for lost and wired to my wife that my case was hopeless. The Yangtze was in flood and was most dangerous to travel on, but my wife risked everything and came down on a boat from Chungking expecting to find me dead. When she arrived I was at my extremity. My wife in her desperation asked the magistrate's assistance in getting a Chinese doctor for me, as the local doctors were too scared to prescribe for a foreigner. At length a well-known and famous native doctor was secured. He prescribed for me and watched over me for days. I slowly recovered my strength and eventually was a well man again.

On another occasion my wife was attacked with diphtheria in a Chinese city. Her throat was in an awful state and no foreign doctor was within several days' journey from the city even if we could have afforded the expense. A local medico treated my wife by blowing a certain powder on the affected part and she was rapidly cured. I could give instances innumerable, but space will not permit of other occasions when Chinese medicine has come to my rescue.

I cannot enter into a discussion on the Chinese doctrines of "Ying" and "Yang" (male and female properties) or of their separation of all drugs and foods into the divisions of "hot and cold." Both of these subjects would need an article in themselves, but suffice it to say in conclusion that Chinese doctors and drugs, if both are used properly are not by any means so ridiculous and useless as it is customary to deem them. To the traveller away from civilisation in many cases they are life-saving boons.

A 3,000,000 YEN LAW SUIT.

BRITISH SHIPBUILDING CONTRACT IN JAPAN.

The hearing of a suit involving Y3,000,000 brought by the Nippon Kaisha against the Federal Steam Navigation Company, a British shipping firm, has begun in the Osaka court of appeal. The case first was brought in the Kobe local court by the British company.

The British firm alleges that during the World-war it ordered the construction of four vessels from the Japanese company and gave the Japanese company Y3,000,000, corresponding to 20 per cent of the total price, as earnest money. The stipulation was made that unless construction was completed within a specified time the contract should be cancelled.

The ban on steel exports placed by the United States prevented the Japanese Steamship Building company from completing the work before the date of cancellation. On the other hand, the British firm is said not to have effected cancellation and several times demanded completion of the construction after expiration of the contract period.

However, the Japanese firm obtained, through the British Government, material sufficient to build several vessels of the type ordered but, instead, is alleged to have used the material for other profit-making purposes and neglected the order from the British firm.

At the conclusion of the Armistice, the demand for vessels fell off, and thereon the British firm called for the return of the earnest money. The lower court decided in favour of the British company and ruled that failure to call for cancellation at the end of the contract period does not force the contracting parties to waive the right to cancel the contract.

The Japanese shipbuilding company, however, appealed on the ground that the British company had no right to request return of the earnest money because it had repeated its request for completion of the ordered vessels even after expiration of the contract period. The next hearing will take place on November 18th.

AMERICAN TRADING WITH RUSSIA.

LOCOMOTIVES IN EXCHANGE FOR GOODS.

The correspondent of the Philadelphia Ledger at Moscow reports that he has learned that the Baldwin Locomotive Works is making overtures to the Soviet Government to furnish locomotives to Russia on the basis of payment in commodities which would be carried out of Russia in the locomotives supplied. This would begin on a small scale, but the company maintains goods in payment had been delivered. The Baldwin company would act as agent in marketing the Russian goods, and the profits from this arrangement would go into the purchase of more locomotives in constantly increasing quantities, eventually restoring the Russian railway situation to normal.

FINANCES IN CHINA.

IMPROVING.

A JAPANESE BANKER ON HIS MISSION TO PEKING.

Mr. Ono, Vice-President of the Industrial Bank of Japan, who has recently been on a business visit to Peking, told an interviewer on his return to Japan that, in consequence of Shanghai going and Tientsin bankers having gone to the aid of the Peking Government, a great improvement of the financial condition of the country had resulted.

"My mission," Mr. Ono continued, "was quite satisfactory, as I have secured the consent of the Chinese authorities to pay Y12,000,000, covering arrears of interest and in redemption of part of the Y30,000,000 loan contracted at the time of the Teruchi Ministry."

Industrial conditions are also improving in the spinning industry for instance there are now in Tientsin alone 300,000 spindles in use, which is 10 times as many as formerly. The anti-Japanese feeling in China is beginning to die out, and among the more intelligent Chinese the opinion is gaining ground that the Pacific Conference will contribute much towards a better understanding between Japan and China.

SURPLUS OF WOMEN.

The Berlin correspondent of the Daily Express states that 10,000,000 women in Europe are doomed to become "old maids." International statistics collected there, he pointed out, showed the excess of women over men in Europe had been increased by 10,000,000 since 1913. The present surpluses were: Germany, 2,500,000; Russia, 2,500,000; Austria and Italy, 1,000,000 each. It is estimated that 25 per cent of Germany's marriageable women will never find husbands.

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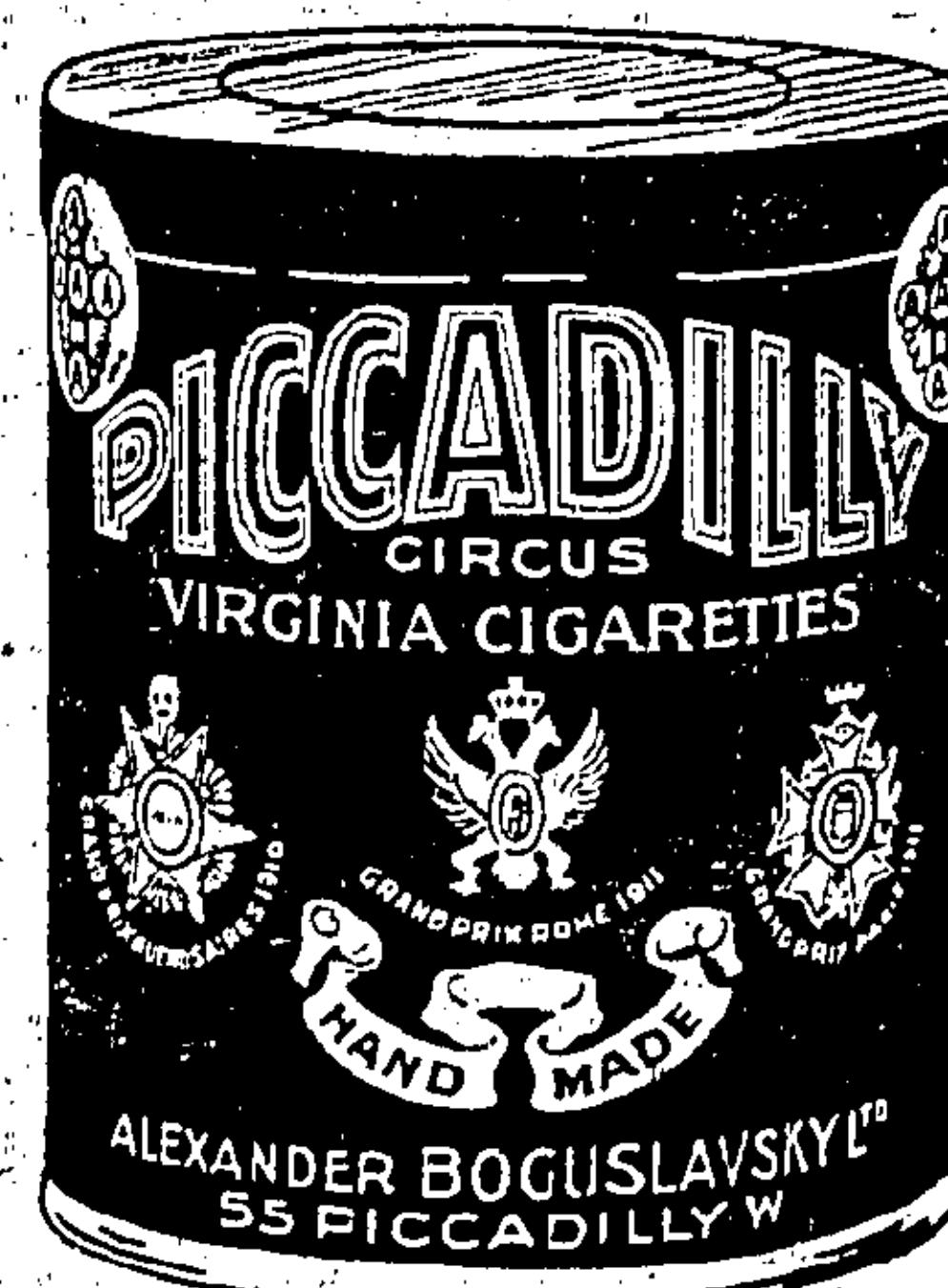
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GARDEN ROAD DANGERS.

GOVERNMENT OFFICIAL WHO IS
"IN FEAR OF HIS LIFE."

MOTOR CAR CHAUFFEURS FINED.

The traffic dangers of Garden Road were illustrated in two cases which came before Mr. R. E. Lindell, at the Magistrate's Court, yesterday. In the first case, the Captain Superintendent of Police, (Mr. E. D. C. Wolfe) summoned a Chinese chauffeur for dangerous driving.

Mr. Wolfe said he was driving a car past Government House and into Garden Road, on September 24th, at 7.55 p.m., when, just as he was turning the corner, the defendant drove into Lower Albert Road from Garden Road, "absolutely cutting his corner." Mr. Wolfe managed to stop his car within two or three feet of the other vehicle or it must have struck the defendant's car full in the body.

The defendant said that a chair coming down Peak Road and turning into Kennedy Road caused him to "beat somewhat" to his right in turning the corner.

Mr. Wolfe said he saw no chair there. The defendant also mentioned the presence of another motor car.

Mr. Wolfe was sure there was no other car there.

The Magistrate imposed a fine of \$15.

Mr. F. W. Hamilton, Acting District Officer, South, summoned the chauffeur of car No. 463 for dangerous driving on the night of September 21st.

Mr. Hamilton said he was riding in a chair up Garden Road when, just below the corner of Kennedy Road, he saw the lights of a car coming round by the pumping station. He noticed that the car was going very fast and when he could see more clearly, he thought it was "running away" and had his chair pulled well in to the left. The car, however, slowed up before reaching the cross roads.

The Magistrate: That is a control.

Mr. Hamilton: I estimated his speed in passing that point at over 30 m.p.h. and anything between 30 and 50 when I first saw him. There were no passengers in the car.

The defendant said he was not driving as fast as was alleged.

The Magistrate asked Mr. Hamilton if he had had much experience of estimating the speed of cars.

Mr. Hamilton replied he had ridden a bicycle down that road. When in a car he objected to high speed and, usually, had his eye on the speedometer. Mr. Hamilton added, "I go up Garden Road every night, and I am positively in fear of my life, now-a-days."

The defendant said his car made a great noise and might give the impression that it was travelling faster than it really was.

A fine of \$15 was imposed.

A QUESTION OF CONTROL.
DRIVING A MOTOR BICYCLE FROM
THE SIDE-CAR.

Amongst other defendants summoned by the Traffic Department, yesterday, was Mr. R. E. Atwell, of the Asiatic Petroleum Company, against whom it was alleged that he had not full control of a motor bicycle and side-car, in Nathan Road, at 11.15 p.m., on September 24th; also that he failed to produce his license when requested.

The Magistrate (Mr. R. E. Lindell): What is the nature of "not having full control"?

Sergeant Alexander explained that he saw the defendant sitting in the side-car and driving the motor bicycle from that position.

The defendant: I do not admit that I had not full control.

The Magistrate: How are you going to put on your brake?

Defendant: On my machine the throttle, horn and hand-brake are on the same side as the side-car.

The Magistrate: What about the foot-brake?

The defendant admitted that he could not reach the foot-brake when sitting in the side-car.

The Magistrate: Supposing someone suddenly dashes across the road, could you stop in a few yards?

Defendant: I might be able to swerve and drop into low gear.

The Magistrate: That would not pull up the bicycle in a yard or a couple of yards.

Defendant: I don't think there are many that could pull up in two yards at the speed I was going.

What speed was that?—Seven or eight miles an hour. It is a common practice to drive in this way, at home.

The Magistrate: Is it?

The defendant said he had a handbook on the management of motor cycles which discussed how driving from the side-car should be done.

The Magistrate: I should like to see it. Mr. Wolfe (the Captain Superintendent of Police), who was in Court in connection with another case, said he had seen people driving in this way at home, but he considered it dangerous.

Inspector Garrod said the defendant's hand brake had failed to stop the outfit. Defendant said he was under the impression that the brake was in good working order.

Sergeant Alexander explained to the Court that, when he stopped the defendant, the latter challenged him to move the outfit when the hand-brake was on. He tried, and did, quite easily.

The defendant admitted, as to the second summons, that he had no license with him at the time but he said there was "an irregularity in the summons."

(Continued at foot of next column.)

A COUNTRYMAN'S TRIP TO
HONGKONG.A NEW FRIEND AND A MISSING
MONEY BAG.

The village grocer of Shek Ma, a place between Hongkong and Canton, received a letter from his uncle to say that he was coming up from Annam and would like to meet his nephew in Hongkong. That was how the story began. When it became known in Shek Ma that Choi Choi, the grocer, contemplated this journey, he was asked to undertake all sorts of commissions for his neighbours, and one was to collect some money that one of his fellow traders had lent the proprietor of a boarding house in Hongkong.

It was stipulated that the money—seven hundred dollars—was to be paid in ten cent pieces, coins of higher value being of little use, apparently, in that Chinese Arcady. Choi Choi cheerfully undertook to oblige his neighbour and collect this money. He could not have known much about China, outside his native village, or he would have realised the dangers of the enterprise. A Police Inspector once told us the lowest sum for which he had known murder to be done in this part of the world; if we remember rightly, it was two cents. With 7,000 ten-cent pieces in his possession Choi Choi's life was not an insurable risk.

On Monday, the village grocer handed over charge of his little shop to his spouse and took the train to Hongkong. The little man, having cast off business cares for a few days, was in an expansive mood. He fell into conversation with a fellow passenger who thought he must have seen the grocer before, somewhere. "My name is Choi," said the grocer.

"Of course!" exclaimed the other. "I felt sure I knew you! Choi of Shek Ma! I'm a clansman of mine." Mention of Shek Ma, the home of his fathers, clinched the matter with Choi, and he took his new friend to his heart from that hour. It never struck him that the other man had seen him board the train at the last station and need not be a Sherlock Holmes to guess where he came from.

The two slept together in the boarding house in Hongkong that night, and Choi confided to his friend that, in the morning, he would receive the 7,000 ten-cent pieces to take back with him to Shek Ma.

"How shall you carry them?" asked the other.

"In my rattan basket," replied Choi. "That one, over there."

"How fortunate that we met," said his friend. "I am going back to Shek Ma, too, and can help to protect you." They agreed to catch the first express in the morning.

It was noisy and hot in the boarding house, and Choi's friend could not sleep. He declared that he would take a walk on the Praya for a while. Later, he returned and slept peacefully. The walk had evidently calmed his mind.

Next morning, Choi, wrapped in paper in the usual way, carried it in his basket, which was then as heavy as lead. At the booking office on the Ferry wharf his friend advised him to ask if a permit was necessary to take coin out of the Colony. He would mind the basket, meanwhile. Choi took the advice. The inquiry rather nonplussed the booking clerk and some little time elapsed before Choi got back to his friend, who was sitting on the basket when Choi returned.

Choi picked up his basket and, to his surprise and horror, instead of being the "ton-weight" which had already made his arm ache, the basket weighed almost nothing at all. Poor Choi lifted up his voice in lamentation, the usual crowd soon gathered a policeman was quickly found and the aggrieved grocer and his "friend" were escorted to the police station.

Choi never expected to see his basket any more and could not imagine what he would say to his neighbour when he returned home without it. Imagine his surprise and delight, therefore, when, a few minutes after the party arrived at the police station, in came another policeman and in his grasp a youth, bowed to the earth with the weight of Choi's very own basket! There was no label on the basket, but Choi's key fitted the lock and, inside, all the money was found, intact.

This was the substance of the story extracted, after a good deal of trouble, by Mr. Lindell, at the Magistrate's Court, yesterday. The "friend" strenuously declared his innocence, though handicapped by the youth's declaration that he was engaged, over-night, by his fellow-defendant to attend in the morning at the ferry wharf with a rattan basket, full of stones and rubbish. The end of the story will be heard to-day.

THE WORLD THEATRE.

"Little Miss Optimist" is the chief attraction at the World Theatre. In this thrilling photo-play of love and sacrifice, unfolding the absorbing story of a little newspaper girl, Vivian Martin, who takes the title role, is at her best.

The Magistrate: How do I have you got it there?

Defendant: Yes, but I don't propose to raise any objection; I admit the charge.

The Magistrate (after examining the summons): I see there has been, apparently, some absurd mistake in copying out. You are summoned to appear on September 4th instead of October 4th. As regards the first charge, it is clear that if your hand-brake is insufficient you had not full control. If your hand-brake had been in good condition, you might have made out a good case.

A fine of \$5 on each summons was imposed.

FALSE IMPRISONMENT.

CHINESE "DOCTOR" AWARDED
DAMAGES.

A Chinese "doctor" was the plaintiff in an action before the Police Judge (Mr. J. R. Webb) in the Summary Court, yesterday. He claimed \$300 damages for false imprisonment and assault. It was alleged that, on September 8th, the defendant, a shoemaker, assaulted plaintiff and gave him into custody on a false charge of trying to obtain money by false pretences.

Mr. F. E. Nash, for the plaintiff, said trouble arose over a rent receipt. Defendant seized plaintiff, struck him, and then blew his police-whistle. Two Europeans in civilian clothes and an Indian sergeant came up, and defendant asked for plaintiff to be arrested. Plaintiff replied that he was quite willing to go anywhere they wished, but he wanted to go by ricksha. One of the Europeans, it was alleged, seized the plaintiff by the arm, and the Indian took hold of his belt. Plaintiff was then taken to the Police-station, where the Sergeant-in-charge went into the case and dismissed it.

The plaintiff, in reply to Mr. H. H. L. Denys, who defended, admitted that he had no qualifications to practise as a "doctor," but said that his father was a doctor before him.

Mr. Denys contended that he had no case to answer. Because the sergeant arrested the plaintiff, defendant could not be held responsible.

The Judge held that the plaintiff had made out a case, and evidence was called for the defence. The defendant told the Court that the plaintiff abused him very badly and he seized him by the tail of his coat. Defendant denied giving instructions to the police, and he said it was plaintiff who blew the police-whistle.

The Judge said he believed the evidence, given by the sergeant, that he made the arrest by direction of defendant and that he took the plaintiff, using force, to the Police-station. He, therefore, found the case proved against the defendant and assessed damages at \$25.

Judgment was given, accordingly, with costs.

THE THEFT AT THE V.R.C.

A QUESTION OF INTENTION.

The coolie temporarily employed at the Victoria Recreation Club, who was remanded on Monday on a charge of having stolen a silver cigarette case belonging to Mr. H. A. Castro during the Interport dance on Saturday night, was again before the Court yesterday.

The defendant had stated that he took the case home because he could not find Mr. Mitchell, the hon. sec. of the Club, and forgot to bring it back with him in the morning.

Mr. Mitchell stated, yesterday, that at 3 a.m., soon after receiving the report of the loss, he warned all the Club boys to look out for the case.

He mustered all the boys and coolies, the accused among them, and questioned them individually. The accused, who was shivering, produced an empty Westminster cigarette tin. Witness told him that it was "a better tin than that." The accused then asked if it was a white metal one. The witness replied, "Perhaps it is made of white metal. Have you got it?" The accused then admitted having taken it home, adding that he forgot to bring it back to the Club. The police were then summoned.

Mr. Mitchell added that, at 7.30 on Saturday night, before the dance started, he had warned all the boys and coolies to hand him anything they might pick up. He took this precaution because a string of pearls had been lost in the ladies' dressing room that afternoon. Had the accused wished to hand the case to him, he could have found him at the Club, as he was the last man to leave after the dance.

A bar boy admitted that the accused had shown the cigarette case to him, but denied that anything was said. He thought accused was going to hand the case to Mr. Mitchell.

A boat-house coolie and the carpenter both denied that the accused had shown them the case.

The Magistrate (to accused): If you think you can make me believe that you innocently took the case home, you are mistaken. You will go to jail for four weeks' with hard labour.

SPORT.

GOLF.

CAPTAIN'S CUP COMPETITION AT
FANLING.

The Captain's Cup was played for over the Old Course at Fanling last week-end. The following are the best scores returned:

Dr. F. Pierce Grove... 91-14=77 (winner)
Mr. A. H. Ferguson... 81-3=78
Mr. J. W. Franks... 84-12=92
Major Lloyd... 95-12=83
Mr. W. W. Macdonald... 82-8=84
Dr. D. J. Valentine... 86-8=88
Mr. L. Nelson... 103-14=90

TENNIS.

SHANGHAI CHAMPIONSHIP.

For the first time in the history of the tennis championship games at Shanghai, a lady officiated last week as Umpire—and very efficiently—Miss Counts taking the place of Mr. M. B. Brown, who was called away during the progress of the match. In the semi-finals Tanaka and Okada beat H. B. Ollerdoesen and J. L. Wade, 3-6, 10-8, 6-4, 6-2. The other game played on the same day between H. L. Tomassini and A. Canavarró against W. S. A. Pott and W. P. Roberts was not finished and was to be continued on Wednesday last. The final was to be played on Thursday.

HONGKONG CRICKET CLUB.

THE NEW PAVILION SCHEME.

The annual meeting of the Hongkong Cricket Club—which, contrary to custom, was not advertised this year—was held on Monday evening, Mr. R. Hancock (President) in the chair. Those present included the Hon. Mr. Claud Severn, Messrs. T. E. Pearce, H. A. Nisbet, F. C. Hall, E. J. R. Mitchell, R. C. Lambert, R. E. A. Webster and L. S. Greenhill (hon. secretary).

The President said the Club had had a very successful financial year, in fact a record—the previous best being the season 1919-1920. The subscriptions showed a surplus over working expenses of \$2,117.15, a very healthy state of affairs. There was a profit on sales of cricket and tennis gear, and on the bar, of \$2,182.44, and two items under the head of expenses were non-recurring, namely:—Company registration fee, \$337.51; and Interport entertainment expenses, \$461.54, totalling \$1,339.05. The pavilion was written down to \$1,000, and this year, furniture, fixtures, cricket and tennis gear had been written down from \$1,353.10 to \$717.39, a safe figure.

As to Interport matches, the President took the opportunity of thanking the members of the Shanghai Cricket Club for the splendid reception they gave the Hongkong XI during their visit.

Mr. Pearce once again headed the batting averages with the excellent average of 56.48 for 26 innings, having made 1,186 runs which, he thought, was a record for a season here. Mr. Sayer headed the bowling with an average of 10.52.

The President mentioned that the Club was in communication with a member of an Australian XI, visiting America next year, with a view to their paying Hongkong a visit in the Autumn of 1922. Should things turn out as they hoped, there might be another triangular Interport festival next year.

With regard to the building of a new pavilion, the President remarked that it was the intention of the Government to take off the corner of ground on which the present pavilion stood, to enable the tramway lines to be straightened out. As the pavilion had served its purpose, and was no longer suitable, and, in addition, was in a very bad state of repair, another must be built. It had been necessary to modify the original scheme, as, owing to the lack of support from members when subscriptions to debentures were first asked for, and the consequent delay in getting out tenders, prices of building had so advanced that the Committee did not feel justified in going on with the original plans. The necessary support had now been promised for modified plans, and it was hoped to make a start, before very long, on the new building.

The Committee had earmarked \$4,000 of the funds in hand to start a sinking fund for the redemption of the debentures.

The annual tennis tournament was, as usual, a great success, and the thanks of all the hard work he did on behalf of the players. Mr. Maitland, on leaving for home in the spring, resigned the office of President, which he had filled so ably for many years, and the Chairman said he was only voicing the feelings of members when he expressed their warmest thanks for the keen interest and help Mr. Maitland displayed during his long term of office. The President also thanked the Honorary Secretary, Mr. Greenhill, for his untiring efforts on behalf of the Club.

The President then proposed the adoption of the report and accounts.

Mr. Atney seconded and the motion was carried unanimously.

ELECTION OF OFFICERS.

On the proposition of Mr. Pearce, seconded by Mr. Hall, Mr. Hancock was re-elected President.

The following were elected members of the Committee:—Hon. Mr. Claud Severn, Messrs. H. A. Nisbet, F. C. Hall, R. C. Lambert, T. E. Pearce, G. R. Sayer, E. J. R. Mitchell, R. E. A. Webster, and Major Bagnall.

Mr. L. S. Greenhill was unanimously re-elected Hon. Secretary, and Mr. C. Bernard Brown was re-elected auditor.

Mr. Hamilton asked for information as to the modified pavilion scheme.

The President replied it was now intended to erect a one-storey, instead of a two-storey, building, as at first proposed. There would be a flat roof from which members would be able to watch matches, and the accommodation, generally, would be quite up-to-date.

CORRESPONDENCE.

THE FORTHCOMING BRIDGE
TOURNAMENT.[TO THE EDITOR OF "THE HONGKONG
DAILY PRESS"]

Sir,—In response to an appeal from Sir Arthur Pearson, which was received by a local subscriber to St. Dunstan's last month, it was decided to raise funds by means of a Bridge Tournament in Hongkong and to invite the co-operation of the Clubs, ports of South China.

This was done, and Amoy and Swatow have already sent in splendid contributions to Mrs. Goppertz, who kindly consented to act as Hon. Treasurer.

The Bridge Tournament, which is to take place at 4 p.m. on Wednesday, October 19th, at the Helena May Institute (which has kindly been lent for the occasion), promises to be lucrative as well as successful. Numbers of generous contributions have been received and the organizers have met with whole-hearted support. The contributions from Amoy and Swatow will be seen in your advertisement columns.—Yours, etc.,

ALICE GRANT SMITH,
E. M. ROBERTS.
(Organizers).

4, Queen's Gardens, Peak Road,
October 3rd, 1921.

FACTS THAT SHOULD
INTEREST YOU!

THERE IS AN OLD SAYING THAT "AN OUNCE OF FACT IS WORTH A TON OF TALK." CARPETS ARE DOWN IN PRICE, AND WE TAKE THE LIBERTY TO BRING THIS TO YOUR NOTICE. HERE ARE A FEW CONCRETE EXAMPLES.

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7483 NOBODY KNOWS (SWEET EMALINA, MY GAL.	BARITONE
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SPORTS COATS.

WHITE AND GREY FLANNEL TROUSERS

WE INVITE INSPECTION.

CABLES.

LATEST CABLES.
(THROUGH BRUNNEN'S AGENCY.)

ALL COLLIERIES IN NORTH WALES CLOSED.

OWING TO HIGH COST OF WORKING.

LONDON, October 4th.

All the collieries in North Wales have been closed since the 1st of October owing to the high cost of working.

RUBBER SHAREHOLDERS' ASSOCIATION.

TO CHECKMATE VESTED INTERESTS.

LONDON, October 4th.

The first meeting of the Rubber Shareholders' Association was held yesterday. Mr. Forre, who presided, explained that the object was to enable shareholders to have a proper voice before decisions, vitally important to the rubber industry, were made. He declared that shareholders felt that the proposals for the better regulation of the industry were not considered purely upon their merits, but in many cases the decision whether a Company should support the scheme or not was influenced by the vested interests of those who feared that the suggested new departure might interfere with their private profits of enormous amounts.

Mr. A. I. Devitt, of Messrs. Lewis and Peat, gave particulars of the steps being taken to extend the use of rubber. In connection with the fact that the percentage of pure rubber in many rubber articles was extremely small, Mr. Devitt expressed the opinion that in many directions it should be possible greatly to increase the percentage, even to one hundred per cent. Some cases were mentioned of pure rubber shoe soles, now being manufactured in the East, which lasted much longer than the existing rubber soles.

RELIEF OF UNEMPLOYMENT.

PRESIDENT HARDING'S ACTION.

WASHINGTON, October 3rd.

President Harding has asked the Governors and Mayors to organize machinery for the amelioration of unemployment, following the suggestions of the Unemployment Conference.

NEW CENTRAL AMERICAN STATE.

COMPOSED OF THREE OLD ONES.

GUATEMALA, October 3rd.

The Constitution of a new Central American State, consisting of Guatemala, Salvador and Honduras, was promulgated yesterday.

EGYPT'S COTTON CROP.

ONLY THREE-QUARTERS OF THE NORMAL YIELD.

CAIRO, October 3rd.

The condition of the cotton crop in Lower Egypt is twenty-two; in Middle Egypt, seventy-five; and in Upper Egypt, seventy-nine per cent. as compared with the normal. The failure of the crop is due to late sowing and careless cultivation, owing to the low prices prevailing, to unreasonable weather and to the ravages of the Boll worm.

EARLIER CABLES.

AMERICA'S COTTON CROP.

A REDUCTION OF 50 PER CENT.

WASHINGTON, October 3rd.

An official report on the condition of the cotton crop, made on the 25th ult., indicates a crop of 6,537,000 bales, compared with a final yield in 1929 of 12,439,000. Stocks are unchanged.

IRON AND STEEL TRADE WAGES.

FURTHER SUBSTANTIAL REDUCTION.

LONDON, October 3rd.

Under the sliding scale adopted by the Board of Conciliation Arbitration in the North of England, wages will be reduced by 25 per cent. immediately, making the total reductions since January 1931 per cent. The present wage-scale is 9 1/2 per cent. above the pre-war scale.

THE INDUSTRIAL PROBLEM.
IMPORTANT PROJECT UNDER CONSIDERATION.

LONDON, October 3rd.

The experts who proceeded to Gairloch, as stated in a message of the 28th ult., to discuss the unemployment problem and the industrial situation with Mr. Lloyd George spent a busy week-end, though their deliberations led to no concrete decisions. The Premier intimating that he must first consult other groups in London. The experts are very reticent, but it is gathered that they favour a big, highly important, and concrete scheme, concerning which they are most hopeful.

[The previous message stated: The Premier has invited the financial secretary to the Treasury to arrange for a number of financial experts and commercial representatives to travel to Gairloch to discuss the Government's proposals for a trade revival. The Board of Trade favours an extension of the scheme for export credits, while land reclamation and road development will be considered.]

PREMIER TO SPEAK TO THE PRESS.

The Premier has now arranged to deliver a half-hour address on unemployment, on the 4th inst., at Inverness when en route to London, at which, in order to save his voice, only Pressmen will be present.

SOUTH WALES COAL DISPUTE.

OWNERS ACCEPT ARBITRATION.

LONDON, October 3rd.

A meeting of South Wales coalowners, at Cardiff, decided to accept the invitation of the Mines Department to refer the subsidy dispute, ended on the 27th ult., to arbitration.

[The previous message said: A serious position has arisen in the South Wales coalfield owing to a misinterpretation of the settlement of the last coal strike, the Mines Department requiring the owners to contribute a further 10s. per ton, amounting to £750,000, towards wages. The owners expected the sum to be provided from the Government subsidy of £10,000,000, of which £3,000,000 remains. After a hurried meeting at the Cardiff Coal Exchange the owners decided to close a large number of collieries. If the decision is carried out, the unemployment situation in South Wales will be seriously aggravated.]

A subsequent message said: A deputation of South Wales coalowners discussed the misunderstanding with the Mines Department, after which the latter made a statement adhering to their interpretation of the settlement, but intimating the Government's willingness to refer the question to the Chairman of the National Coal Board for decision.]

THE MORRIS OUTBREAK.

REFUGEES' TERRIBLE STORIES OF BARBARITY.

CALCUTTA, October 3rd.

The situation in Eastern Bengal is still serious. The rebel leader, Chatterjee, is reported to have declared martial law and threatened that he will kill every Hindu refusing to join Islam. The rebels complain that the Hindus are helping the Government. Thousands of refugees have arrived at Manjeri, where they are accommodated in shops. They tell terrible stories of barbarity. For example, Chatterjee's forces killed a man accused of supplying the military with milk.

The rebels are sheltering amongst the hills, whence they descend at night to the villages, where Moplah women supply them with food and beat drums when the military approach.

WASHINGTON CONFERENCE.

PRIMATE'S WORLD APPEAL FOR DAY OF PRAYER.

LONDON, October 3rd.

The Archbishop of Canterbury, as President of the World Alliance for Promoting International Friendship through the Churches, has sent a letter to the Presidents of the National Councils in the United States, European countries, Japan and Turkey appealing to all Christian churches to set apart November 5th as a day of prayer for the divine blessing on the Washington Conference.

ALLIED DEBT NOT SUBJECT FOR DISCUSSION.

WASHINGTON, October 3rd.

It is authoritatively stated that the United States Government considers that the Allied debt is not properly a question for discussion at the Disarmament Conference.

LEAGUE OF NATIONS.

SLIGHTLY REDUCED BUDGET.

GENEVA, October 4th.

The Assembly of the League of Nations unanimously passed the 1932 Budget totalling fr. 21,000,000 gold, showing a reduction on last year's of fr. 302,000.

CHINA SUBSCRIBES TO PERMANENT COURT OF JUSTICE.

Dr. Wellington Koo notified the Assembly of China's ratification of the protocol of the Permanent Court of Justice and her intention to recognize the Court's jurisdiction as binding, subject to reciprocity, for five years.

THE "QUEST" IN TROUBLE OFF PORTUGAL.

LISBON, October 3rd.

Sir Ernest Shackleton's vessel, the Quest, is in difficulties off Cape Ross. Owing to a strong wind, she is unable to hold her own. She has asked for help, and a tug has been despatched from Lisbon.

THE IRISH CONFERENCE.
ULSTER NOT INVITED.

LONDON, October 3rd.

Sir James Craig, the Ulster Premier, states that he has not received an invitation to the Irish peace conference on the 11th inst.

VICKERS-VIMY CRASHES AT KENT AERODROME.

LONDON, October 3rd.

A large Vickers-Vimy aeroplane crashed and burst into flames at Manston aerodrome, Kent. An officer and four mechanics were killed.

LYONS FAIR OPENED.

EVIDENCE OF FRENCH INDUSTRIAL RECUPERATION.

PARIS, October 3rd.

The ninth Lyons Fair was inaugurated by the Mayor, Senator Herriot, assisted by representatives of most of the nations. The Fair offers a unique display of French goods, testifying to French industry's unremitting efforts towards pre-war prosperity.

SWEDISH GENERAL ELECTION.

SOCIAL DEMOCRATS' GAINS.

COPENHAGEN, October 3rd.

The Swedish General Election has resulted in the return of 93 Social Democrats, with a gain of 18 seats; 62 Conservatives, a loss of 18 seats; 81 Liberals, a loss of seven; 21 Agrarians, a loss of eight; 6 Left Socialists, a gain of one; and 7 Communists, a gain of five.

IMPERIAL SHIPPING REBATES.

PENALIZING POLICY REPUDIATED.

The interim report of the Imperial Shipping Committee on the deferred rebate system as obtaining in the trade between the United Kingdom and Australia was issued on August 24th as a White Paper (Cmd. 4488). Appended to the report is the correspondence between Lord Inchcape (representing the Australian and New Zealand Conference) and Sir H. Mackinder (Chairman of the Committee) on the question of alleged discrimination on the part of Conference lines against shippers who do not confine their shipments exclusively to those lines.

The report states that while the Committee have not completed their inquiry, they feel it desirable to treat separately the question of alleged intimidation of shippers by the threat on the part of shipping companies to shut out cargo and shippers who do not ship exclusively by the lines of the Conference. The matter, it is pointed out, is quite distinct from the loss of rebates by the non-fulfilment of the prescribed conditions, and in this interim report the Committee present their conclusions on the matter to the Government of the Commonwealth and the United Kingdom. Several witnesses gave evidence on behalf of the Australian Government and Lord Inchcape was examined on behalf of the Australian Shipping Conference.

The report continues: "The evidence given on behalf of the Australian Government was to the effect that firms shipping by the Commonwealth Government Line, besides incurring the loss of out by some of the Conference lines, from ships which were not full, on any occasion, they might wish to make use of their services, and, further, that this refusal of service was likely to be extended to other trades in which they were engaged. Certain definite instances were brought before us in evidence which tended to show that cargo had been refused by certain Conference lines although their ships were not full, on the ground that the shippers had not confined their shipments to the lines of the Conference. It is clear that some such cases have occurred."

Lord Inchcape, however, in giving evidence before us, emphatically repudiated any policy of intimidation by the shutting out of cargo, and said he would not concur in it in any of the lines in which he was interested. We think, therefore, that such cases as may have occurred are due to unauthorized action on the part of subordinate officials in certain of the Conference lines. We consider it of the highest importance, without prejudice in any way to any conclusion on the general problem, that it should be widely known that the shippers concerned repudiate any policy or practice of penalizing, or of threatening to penalize, shippers who may not give all their shipments exclusively to the Conference lines, by the shutting out of their goods where there is room for them, or by other discriminatory methods beyond the forfeiture of rebates in accordance with agreement; it being understood that other things being equal, a shipowner will naturally show preference to his more regular customers. We have, therefore, invited the concurrence of the Australian and New Zealand Conferences with the issue of a public statement to this effect, and this has been readily granted."

It is the intention of the Committee, should any complaint of such treatment in the Australian and New Zealand trades be received by them in the future, to investigate it, and, as is stated in Lord Inchcape's letter, the Conference in question have indicated that they will willingly assist in any such inquiry.

BIGOTRY IS THE MEGALOMANIA OF RELIGION.

Dr. Lindley.

The British Empire must behave like a gentleman.—Mr. Lloyd George.

We are Peers, my Lords, and we are not to be treated like schoolboys.—Lord Salisbury.

DREAM OF NEW EUROPE.
AMAZING LETTER FROM LATE EMPRESS EUGENIE.

Edward Legge, author of three works on the Empress Eugenie, King Edward in his True Colours, Our Prince, writes in the Evening Standard as follows:

I have fortuitously happened upon one of the most surprising State documents ever written in comparatively modern times—a long letter in the handwriting of the late Empress Eugenie, which has never previously been made even partially known.

It dates from the year 1883, and is addressed to Prince Metternich, the then Austrian Ambassador to France, husband of that mercurial lady best known by her own title, the "fashionable monkey" (le singe à la mode).

Quite recent events in Silesia give exceptional interest to this document, which Mr. Alfred Stern had the good luck to stumble upon in the State archives at Vienna. With it was a letter dated February 22nd, 1883, from Prince Metternich to his chief in Vienna, the Comte de Rechberg, which establishes the very active part the Empress took in the negotiations between France and Austria seven years before the Franco-Prussian war of 1870-1.

In a three hours' conversation which the Empress had with Prince Metternich she told him verbally that Napoleon III. was preoccupied with the idea of an entente between Austria, France and England. Such an understanding, the Emperor insisted, would be the "solution of everything" (which was puzzling the Great Powers at the time).

Professing at times the Empress described her great plan to Metternich, she frankly told her that "it was Utopian, but curious."

What the Empress and her husband were really trying to bring about was a general "shake up" of Russia, Turkey in Europe, Austria, Saxony, Prussia, England, and other countries, large and small.

The two Sicilies were to be restored to the King of Naples, who was to increase the Papal territory; France was to take the left bank of the Rhine; but to respect Belgium's rights, unless England made some opposition; while Turkey, being "suppressed on account of public utility and Christian morality," would cede her Asian possessions to Russia, the line of the Adriatic to Austria, and Thessaly, Albania, and Constantinople to Greece.

Such were the imaginings and desires of the Empress Eugenie, as set forth in a flood of words to Prince Metternich, husband of the then most powerful woman in Paris. The Prince begged the Comte de Rechberg not to treat the Empress's plan as "fun," as he believed she and the Emperor were "convinced of its possibility and of the necessity of carrying it through."

The Empress's letter to Metternich is as follows:—

Palais des Tuileries, March 2nd, 1883. Circumstances have assuredly brought up this subject (the Polish question) at a moment when all had need of repose and when all matters likely to cause embarrassment must be left to-day. To postpone this question to another time, would it not be to run the risk of losing the opportunity? Finally, if you abstain from common action, where should we find the point of contact which should cement our union?

Travels round the world, dreams and chimera—voilà all that will remain: an excursion train which departs too soon, and another which departs too late, without any intermediate station, and without any point of junction. And meantime, when one thinks of all that there is great, even of putting in practice, this dream that we have both had together makes me want to cry and to dash my head against the wall. To be incapable of realizing the conviction that one has oneself in the head of another is very sad.

You will answer that it is a matter of temperament; but how is it to be changed? If the events could become part of your nature, I should be perfectly at ease. One would have time to bring everything to the front. But, alas! all is there is to say about them. "Happiness comes in our sleep," says the proverb, but there is another proverb which says, "Help yourself and Heaven will help you." What future of greatness presents itself to your gaze, and to say that you will not stretch out your hand to take it, or that you will take it, too late.

COST OF RENOVATION.

The Empress then went on:— "For those who dream, as I do, of a sincere and durable alliance with you, where each will take his (or her) part, a part in the sacrifices as well as in the advantages, I avow that it costs something to renounce it."

One thing results from what you tell me. You say that if one wants to win you over (et on veut vous séduire) something more powerful is necessary. Is it not immense (n'est-ce pas) to be completely identified with us in the German question, excepting some details which we should at least be able to discuss? And if you are asked to make sacrifices, is it not always so when there are compensations? That is true; but an understanding with you is what I have always most desired. The marriage of inclination is yours. Do not let us make a marriage de raison. But if you asked me to be precise, I should not have too much to say. "Especially keep this to yourself. Decidedly I would not take part in a fairy tale or in a 'Thousand and One Nights'."

We have good news from Mexico. At the moment they must be before Puebla, I am, then, in a charming humour. Until to-night, then. My love to the Princess and keep my letter to yourself. I fear your principles. They have a revolutionary perfume, which will lower me (Continued at foot of next column.)

RAILWAYS AFTER CONTROL.
PLANS FOR THE FUTURE.

Government control of the railways of the United Kingdom came to an end last month, after being in operation for more than seven years. The railway systems will then be handed back to their respective companies, but in spite of the restoration of freedom some of the effects of control will last for a long time and may be permanent. One effect of State responsibility has been to give the country a Ministry of Transport. Another has been to make a Railways Act necessary, and this Act will specially influence future working by the provision which is made for the grouping of companies.

The reorganization of the railways in four groups is the most important feature of the changed conditions under which the companies will take up the task of shaping the future of their undertakings. The group are to be four in number. In the Southern Group the London and South-Western, the London, Brighton, and South Coast, the South-Eastern, the London, Chatham, and Dover, and the South-Eastern and Chatham Managing Committee will form the constituent companies. In the Western Group the principal associated companies are the Great Western and those which in the past controlled the various systems in Wales. The North-Western, Midland, and West Scottish Group links together such powerful companies as the London and North-Western, Midland, Lancashire and Yorkshire, Caledonian, Glasgow and South-Western, and Highland; while the North-Eastern, Eastern, and East Scottish Group has for its constituent companies the Great Eastern, Great Northern, North-Eastern, North British, Great North of Scotland, Great Central, and Hull and Bursley.

THE GENERAL MANAGER.

The delay in introducing the Railways Bill in Parliament has given the managers little time to arrange the necessary amalgamation or to prepare detailed plans to facilitate group working, and decisions concerned with the organization of the groups have still to be taken. The Railway Gazette this week states that it is a matter for debate and unbiased consideration whether the form of railway organization which has been so successful in the past will be equally desirable for the effective control and operation of the four great railway groups. "It will have to be considered," the Gazette says, "whether the perpetuation of the office of general manager, such as it is to-day, and the amount of detail work to which he is subjected, would not create a bottleneck. It has been suggested that a possible adaptation of the American railway system of organization may have to be adopted. The general manager, as we know him to-day, in some of his functions, would have to be elevated to a position equivalent to that of a railway president."

In an elaboration of such a form of control it is suggested that the three vice-presidents of a group should act respectively as manufacturer of transport, seller of transport, and financial controller. The manufacturer of transport would have under him a general working superintendent, a chief mechanical engineer, chief civil engineer, and labour manager. The chief officials working would be a chief passenger agent and chief freight agent, while the financial controller's department would include a secretary, accountant, solicitor, and land agent for the group. "The president and vice-president," the Railway Gazette adds, "would in effect be the executive members of the board, and be in constant session. They would form all the committees, which could meet frequently, and the board would deal only with the big questions of policy, possibly meeting only five or six times in the year. The size of the new groups will be more akin to those of the great American and Canadian railways, and it would appear likely that the rational system of operation will have to be perpetuated."

The grouping system is likely to check any impulse towards violent competition which might otherwise have arisen with the termination of control, but the main-line companies of Great Britain have already shown that they intend to study the convenience and comfort of passengers to a much greater extent than was possible immediately after the war or during such troubled periods as that of the coal strike. In the last four weeks the railways have made an extraordinary recovery. Full services of trains are now being run on the chief systems, the durations of long distance journeys have been appreciably shortened, and excursion bookings are being rapidly restored. It is possible that excursion facilities next year will be on something approaching the scale which prevailed before the war, though there can be no return to the remarkably low fares which some of the companies put into operation to popularize specified holiday resorts.

in the eyes of Vienna, while my Sr. Benito Espagnol gives me a bad character here I am neither one nor the other. But if it is a dream, let us dream. There is no harm in it. "Croyez a tous mes sentiments."

Prince Metternich, in his negotiations with Mr. Doucin de Lhuys in Paris, elaborated effectively a plan for a secret entente between Austria and France; but when he got to Vienna the result was negative, neither Emperor Francis Joseph nor his ministers were disposed to take part in an enterprise where the risks were certain and the advantages problematical.

So the projected Franco-Austrian Alliance, founded upon the cession of two Austrian provinces and the promise of uncertain compensations, vanished, which greatly mortified the Empress Eugenie.

A TALE OF REAL GRATITUDE.

JAPANESE GENERAL'S WIDOW AND CHINESE BENEFACTOR.

We take the following interesting story from the Japan Times and Mail:—

Sitting in her meagre quarters in a tenement house at Shimo-Shibuya, Tokyo, a few days ago the widow of Lieutenant-General S. Saito, late commander of the 11th Division, who died in Siberia of illness a few months ago, saw little left for her in life. She was practically penniless, was compelled to reside in the meanest of quarters and had a family to care for.

There was a knock at the door of her humble dwelling. Listlessly the widow opened the portal—and was astounded to see standing there, bowing and smiling broadly, a richly dressed Chinese.

"You do not know me, madam," apologized the visitor. "But I knew your lamented husband well. He came to my aid in a time of need; he saved my life and, therefore, naturally, my life belongs to him and his."

"I was in Dairen and heard of your bereavement and, if you will pardon a humble servant for so plainly speaking, your need of assistance. That is why I am here. I have made arrangements to have my bankers forward you ¥500 monthly and, if that is not sufficient for your needs more will be added."

And he smilingly bowed himself away before the amazed widow could realize the fortune that had befallen her.

The Chinese is Pan Chun-kuo. The tale of his gratitude dates back to 1904 when Japan was at war with Russia. Pan was at the head of a manufacturing band which was used for spy work by the Russians. He and his men were captured and sentenced to death.

Pan's mother heard of her son's impending fate and made a pitiful plea to the then Major Saito.

"Who will worship at the grave of his ancestors?" she argued. "He is an only son and I am old."

Major Saito's sympathies were aroused by the grief of the aged woman and he agreed to spare Pan's life on one condition; that the youth guide the Oku troops from a post near Chinchou to the Nogi troops near Port Arthur. The Russians had completely cut off communications between the two forces.

Pan knew every by-path in the country. He eagerly assented to the proposition and carried out his part of the bargain. Major Saito not only lived up to his promise to spare Pan's life but kept him with the Japanese forces as a scout until the end of the war.

When hostilities ceased Pan's services were recognized by the Dairen Civil Administration which granted him the bathhouse concession for the Chinese quarter of the city. The business prospered and to-day the one-time bandit is a wealthy and respected citizen—who does not forget a debt.

THE RALLY IN THE RUPEE.

SOME INDIAN VIEWS.

The views entertained in financial circles as to the exact significance attaching to the sharp recovery witnessed of late in the Indian exchange are by no means unanimous. Some remarks an Indian contemporary as arising from the more cheerful sentiment induced by the satisfactory course of the monsoon and the prospect of shipments of jute and linseed in the near future. This is the more sanguine of the opinions prevailing and it admits that speculation in anticipation of the developments suggested is largely responsible for the rise. Views held by other quarters, including certain of the Eastern banks, are less flattering to the prospect of the rupee. Briefly, these less hopeful opinions regard the advance as not only entirely due to speculation in a narrow market, but to speculation quite unwarranted by actual prospects. While the satisfactory nature of the monsoon up to the present is admitted, it is held that, beyond giving rise to a more cheerful sentiment in India by the safeguards thus afforded against a recurrence of famines, the heavier rainfall cannot affect the exchange in the least. The depression in exchange, it is considered, can only be rectified by an improved demand for India's products, and of that there is at present little sign.

It is reported in Bombay that the India Government is to support exchange out of the proceeds of its last sterling loan, a course which is viewed as being in the highest degree unlikely in view of the outcome of the effects of the Government in the past to regulate the exchange. It has, of course, to be remembered that to the extent that the boycott in India may have an immediate effect on exchange, it should exert a hardening influence on the rate but at present it is not generally thought that the boycott will prove sufficiently complete or of long enough duration to exercise material influence on the market. It may, however, tend to retard the increased consumption of Lancashire and other goods by India, to which may look as providing a means whereby larger purchases of India's commodities can be made on British account.

ARMY ESTIMATES OF THE PRINCE OF PALATINE POWER.

In a written answer to Mr. Lawson, who asked for comparisons of the Army Estimates of the United States, Britain, France and Japan, in 1932-33 and 1930-31, Sir L. Worthington-Evans gives the following figures:—

	1932-33	1930-31
United States	\$316,000,000	\$ 911,000,000
Great Britain	£23,416,000	£ 164,750,000
France	Fr.213,700,000	Fr. 854,000,000
Japan	¥ 5,545,615	¥ 230,000,000

The Minister for War adds that the figures for France and Japan include Air Force and Pensions.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON
for NEW YORK & BOSTON via Suez
S.S. "KENDAL CASTLE" ... sailing on or about 1st Oct.
S.S. "WRAY CASTLE" ... sailing about 8th Nov.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,
BLACK SEA & DANUBE PORTS.

FUME having been re-opened for traffic, cargo is also accepted for this port
on through Bills of Lading.

FOR BRINDISI, VENICE & TRIESTE
via SINGAPORE, PENANG & COLOMBO.

S.S. "PERSIA" ... sailing on or about 7th November.

FOR SHANGHAI

S.S. "PERSIA" ... sailing on or about 22nd October.
Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

Sailing from Colombo to South African Ports:—
S.S. "UMVOLOST" ... sailing on or about 30th Sept. from Colombo
S.S. "UMONA" ... sailing the beginning of Sept.
SOUTH AFRICAN PORTS from CALCUTTA & COLOMBO.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LIMITED,
Agents.

N. Y. K.**NIPPON YUSEN KAISHA**

SALES FROM HONKONG STEAMERS TO AMERICA.

VICTORIA, SEATTLE & VANCOUVER via Shanghai &
Japan ports
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

SUWA MARU (Nagasaki direct) ... Saturday, 29th Oct., at 11 a.m.
FUSEIMI MARU (Nagasaki direct) ... Saturday, 19th Nov., at 11 a.m.
KATOWI MARU (calling Manila) ... Saturday, 3rd Dec., at 11 a.m.
KASIMA MARU ... Wednesday, 28th Dec., at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, Penang
Colombo, Suez and Port Said

KA O MARU ... Friday, 14th Oct., at 11 a.m.
ITO MARU ... Friday, 28th Oct., at 11 a.m.
ATSUTA MARU ... Friday, 11th Oct., at 11 p.m.
HAMBURG, via LONDON & ROTTERDAM.
MITO MARU ... Saturday, 22nd October.
MATSUYE MARU ... End of November.
LIVERPOOL & GLASGOW via MARSEILLES.
LISBON MARU ... Tuesday, 4th Oct.
KAMAKURA MARU ... Beginning of December.
SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

NIKKO MARU ... Tuesday, 18th Oct., at 11 a.m.
AKI MARU ... Tuesday, 18th Nov., at 11 a.m.
NEW YORK, via PANAMA & CUBAN PORTS.
DUBBAN MARU ... Thursday, 20th Oct.
DELGOA MARU ... Friday, 25th Nov.

NEW YORK via SUEZ. ... End of Oct.
RANGOON MARU ... Middle of November.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE.
KAWACHI MARU ... Middle of November.
BOMBAY via Singapore, Penang and Colombo.
AKITA MARU ... Monday, 17th Oct.

CALCUTTA via Singapore, Penang & Rangoon.
BENTEN MARU ... Saturday, 15th Oct.
TOTO AI MARU ... Tuesday, 23rd Oct.
NAGASAKI KOBE & YOKOHAMA.
AKI MARU ... Friday, 14th Oct., at 11 a.m.

SHANGHAI KOBE & YOKOHAMA.
KAMAKURA MARU (calling Nagasaki) ... Wednesday, 15th Oct.
KIRIN MARU (omitting Shanghai) ... Wednesday, 12th Oct.
SHIDZUOKA MARU ... Wednesday, 14th Oct. at 11 a.m.
KAGA MARU ... Friday, 28th Oct. at 11 a.m.

For further information apply to:— **NIPPON YUSEN KAISHA**
Telephone Nos. 292 & 322. K. H. KAMEI, Manager.

CAUSES OF GERMAN TRADE

ACTIVITY.
LOW WAGES AND LOW
EXCHANGE

According to calculations made by the *Frankfurter Zeitung*, prices of commodities in Germany have increased sixfold since 1914. Taking the pre-war index number of 77 principal commodities as 100, present prices are equivalent to an index number of 1,630. Consequently a commodity which cost 20 marks (equal to £1) before the war now costs 326 marks, which is approximately the number of marks that can be obtained for £1. Thus German prices and German exchange have increased 16 times. An English buyer therefore can purchase goods in Germany at the same cost in sterling as he could before the war. In England, however, present wholesale prices of commodities show an average increase since 1913 of about 150 per cent. In other words, a commodity which in 1913 cost £1 now costs £2 15s. The position of English and German prices may therefore be stated as follows:—

IN GERMANY. £ s. d.
a commodity in 1913 cost 20 marks equal at then rate of exchange to 1 0 0
a commodity in 1921 costs 326 marks (or 16 times more), equal at current rate of exchange (also multiplied by 16) to 1 0 0
IN ENGLAND.
a commodity in 1921 costs 150 per cent. more 2 10 0
(equal at current rate of exchange to about 326 marks)

Advantage to Germany 1 10 0

The cause of Germany's success in underbidding England manufacturers and traders is therefore obvious. This position cannot continue indefinitely, for there cannot be two world prices for a commodity, provided the supply of the lower priced article is equal to the demand. Sooner or later a parity of price must be established. The German price in marks might rise to the level of the English price in marks—namely, 326 marks; or the exchange may fall to say, 15 marks to the pound, in which case it would cost about as much in sterling to purchase a commodity in Germany at 326 marks (equal to £2 15s) as it costs to buy the English article.

LOW WAGES IN GERMANY.

If neither of the things happens, then the disparity between British and German prices must be removed by a lowering of English prices in order to preserve our trade, says a London journal. It is impossible to say which of these three things may happen, for, in theory, the readjustment should have taken place in German prices long ago. The explanation of the relatively low price (in sterling) of German commodities is to be found in the higher productivity of the German workman and his lower standard of living. In December last skilled workers in Krupp's machine and foundry works were paid 4.40 marks per hour, equal to about 4d. of English money. In the Bavarian chemical industries the rate for skilled workers is 6.05 marks per hour, this being the minimum rate provided for under the State wage agreement of 1920. Generally German wages show an eight-fold increase, or one-half the increase in prices. This low rate of wage (expressed in sterling) is, of course, an explanation of the marked difference between German and British prices, and the conspicuous success of German manufacturers in their bid for world trade. The duty which, under the Safeguarding of Industries Act, is to be imposed upon German goods imported into Great Britain will reduce the margin between British and German prices but will not remove it. The duty on account of "collapsed" exchange, 33-1-3 per cent., would have to be increased to 150 per cent. to be effective. Even then it would only be effective as regards the home market; it would not assist us in our competition for overseas business. On the contrary, it would hinder our overseas business by tending to maintain English prices and English costs of production. This problem of exchange is a very serious one for Great Britain and will have to be tackled in earnest by employers and employees.

FALL IN THE MARK.

The fall in the mark recently (the exchange touched 34s marks to the pound at one time) caused a cessation of German buying of metals in London. The grain and provision markets in the United States were also adversely affected by the depreciation in the mark. Later, the sharp break in the exchange had an unsettling effect on export business in the Chicago wheat market, and in consequence prices declined rather sharply. Provision markets in Chicago were also depressed by the fear that the German demand for these commodities would diminish because of the weakness of exchange. Such effects were natural, since a fall in the external value of the mark diminishes Germany's purchasing power in foreign markets. On the other hand, the depreciation in the mark assists Germany's export trade by lowering the cost of her goods to the foreign purchaser. Obviously a substantial rise in the mark would not suit Germany, but so long as she is under the necessity of making heavy payments in respect of reparations, which are financed by issues of paper money, such a contingency is not a very likely one.

BOLSHEVISTS BANNED BY MINERS

In several of the mining valleys of South Wales the workmen are making a "dead set" against Bolshevism and those who profess it, and are clearing their clubs of those who in any way countenance the creed.
One club in the Rhondda Valley, composed of 600 members, mostly miners and other workmen, has passed the following resolution:—
"Any member found unopinioned in Bolshevism in any way, on or off the premises, will render himself liable to expulsion from the club."
In the Mid-Rhondda, a club has threatened that any of its members who show Bolshevist sympathies will be "thrown out."

NOTICES TO CONSIGNEES**NOTICE TO CONSIGNEES**

The Steamship "KENDAL CASTLE"
From NEW YORK

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded, unless notice to the contrary be given before 29th Sept.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Oct. will be subject to rent.
All claims against the steamer must be presented to the Underwriter on or before the 15th Oct. or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th Oct. at 10 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, September 29th, 1921. 1-12

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"ANTIOCHUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 1st October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 7th Oct. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th Oct. or they will not be recognized.
No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 1st, 1921. 1533

P. & O. S. N. CO.**STEAMERS FOR**

STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American, and South African Ports.

The Steamship "DUNERA," Captain Walker, carrying His Majesty's Mail, will be dispatched from this Port on or about TUESDAY, the 18th October, 1921, taking Passengers and Cargo for the above Ports. Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until 2 p.m., the day before sailing. The contents and value of all packages are required.

For further particulars apply to:—
MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, October 4th, 1921. 11540

**MITSUBISHI SHOJI KAISHA, LTD.**

(MITSUBISHI TRADING CO., LTD.)

COAL, GENERAL IMPORTS AND EXPORTS.

SOLE Proprietor of Coal Mines of
TAKASHIMA, OCHI, MUYATE, KINSHIRAKI, YOSHIMOTO, HONO, NAMASU, SATO, SHINRYU, KANADA, KANAYAMADA, BIRAI & OTURAI.
Agents for SAKIT Coal.

Head Office:—TOKYO.

Branches and Representatives:—NAGASAKI, KANAGAWA, YAMAGUCHI, MOI, KURE, KOBE, OSAKA, TSUBUGA, NAGATA, YOKOHAMA, TOKYO, HAKODATE, MURORAI, OSAKI, VADINOMOTO, PEKING, TIENTSIN, DAIKIN, TIENTSIN, HANKOW, SHANGHAI, HONGKONG, CANTON, MANILA, SINGAPORE, BOMBAY, LONDON, PARIS, NEW YORK & SEATTLE.

Cable Address:—IWASHIKAI.
Codes:—A1, A.B.C. 5th Ed., Western Union and Bentley's.

Agency for:—The Mitsubishi Marine and Fire Insurance Co., The Osaka Marine and Fire Insurance Co., The Fire Insurance Co.

For particulars apply to:—
KODURA, Manager
14, Pender Street Hongkong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**SAILINGS, SUBJECT TO ALTERATION**

SHANGHAI & TIENTSIN via SWATOW:—
S.S. "WAISHING" ... Wed., 5th Oct., 4 p.m.
SANDAKAN:—
S.S. "HINSANG" ... Fri., 7th Oct., Noon.
SHANGHAI via SWATOW:—
S.S. "HANSANG" ... Fri., 7th Oct., 4 p.m.
MANILA:—
S.S. "YUENSANG" ... Fri., 7th Oct., 3 p.m.
BANGKOK:—
S.S. "LEESANG" ... Sat., 8th Oct., 11 a.m.
STRAITS & CALCUTTA:—
S.S. "LAISANG" ... Sat., 8th Oct., 3 p.m.
HAIPHONG via HOIHOW:—
S.S. "TAKSANG" ... Tues., 11th Oct., 8 a.m.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Fanning and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, S.S. "HINSANG" and S.S. "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chetoo. A weekly service is provided between Hongkong and Bangkok via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched on or about
Saturday, 8th Oct., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET, TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to:—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

Telephone No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.**OUTWADES.**

Vessel ... Due Hongkong
S.S. "PEMBROKE" ... 20th Oct.
S.S. "GLENIFFER" ... 22nd Oct.
M.V. "GLENGYLE" ... 10th Nov.
M.V. "GLENORIE" ... 20th Nov.

HOMEWARDS.

Vessel ... Leaves Hongkong ... Discharges
M.V. "GLENGYLE" ... 19th Oct. ... GENOA, LONDON, ROTTERDAM & HAMBURG.
S.S. "CARNARVONSHIRE" ... 3rd Nov. ... LONDON, ROTTERDAM & HAMBURG.
S.S. "GLENIFFER" ... 23rd Nov. ... GENOA, LONDON, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.,

The Glen Line, Ltd., AGENTS.

Telephone No. 215 sub-ex. 23 and 3636.

Cable Address
Kawasaki, Kobe.
Bentley's A.B.C. 5th Ed.
and Scott's Codes.
Telephone: Sansenji
2844 5933.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ... ¥20,000,000

President: Mr. Y. KAWASAKI
Vice-President: Mr. K. MATSUOKA
Managing Director: Mr. MATSUYAMA

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter, Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 8, Rumi, Kobe.

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN
KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "HOZU MARU" ... on or about 13th Oct.

FOR KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" ... on or about 13th Oct.

For further particulars, please apply to:—

M. KOBAYASHI,
AGENT,
No. 37, Bonham Strand, West,
Tel. No. 155.

Top Floor, King's Building,
Tel. No. 140.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents."ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO. LTD.
JAPAN, CHINA & STRAITS

UNITED KINGDOM & CONTINENT.

LONDON ROTTERDAM, HAMBURG & GLASGOW
s.s. "KENTUCKY" ... 8th Oct.
GENOA, LONDON & ROTTERDAM
s.s. "CITY OF PEKIN" ... 29th Oct.
LONDON, ROTTERDAM & HAMBURG
s.s. "CITY OF DELHI" ... 15th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

at REISS & Co. CANTON.

THE BANK LINE, LTD.,
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO. LTD., AND CHINA MUTUAL S.S. CO. LTD.

AMERICAN & MANCHURIAN LINE
ELLERMAN & BUCKNALL S.S. CO. LTD.

Sailings from Hongkong.

s.s. "EUBYMACHUS"	... via Suez Canal ...	13th Oct.
s.s. "CITY OF ADELAIDE"	... via Suez Canal ...	1st Nov.
s.s. "TYDEUS"	... via Suez Canal ...	18th Nov.
s.s. "KANSAS"	... via Suez Canal ...	17th Nov.

* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON; REISS & CO. CANTON.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
HONGKONG, KUBE & YOKOHAMA	"ANDRE LEBON" 22,000	On or about 7th Oct.
MARSEILLES via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DIBOUTI, SUEZ & PORT SAID	"ARMAND BEHIO" 11,000 "CORDILLERE" 11,000 "ANDRE LEBON" 22,000	On or about 22nd Oct. On or about 1st Nov. During 1st part of Nov.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSSE,
Acting Agent,
Quezon Building.

Telephone 740

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger, Electric Light and Fans in staterooms and Saloons, and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW
AND RETURN

(Occupying 9 to 10 Days).

"HAIHONG" ... Capt. W. C. Pasmore | TUESDAY, Oct. 11th, at 2 P.M.

Arrivals and Departure from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARRAIK & CO.,
General Managers.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

SS	Tons	From Hongkong (about)	Destination
"KHIVA"	9,000	15th Oct.	Marseilles, London & Antwerp
"DUNERA"	5,400	19th Oct.	Singapore, Colombo & Bombay
"SABINDIA"	8,800	23rd Oct.	Marseilles, London & Antwerp
"KARMALA"	9,000	11th Nov.	Marseilles, London & Antwerp
"NYANZA"	7,000	15th Nov.	Marseilles, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

EASTERN & AUSTRALIAN SAILINGS (South)

SS	Tons	From Hongkong (about)	Destination
"ABAFURA"	8,000	17th Oct.	Manila, Thursday, Island
"ST. ALBANS"	4,500	14th Nov.	Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

SS	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	15th Oct.	Shanghai only.
"KARMALA"	9,000	19th Oct.	Shanghai and Japan.
"TORILLA"	5,300	10th Oct.	Shanghai and Japan.

SPECIAL STEAMER.

The P. & O. s.s. "EGYPT" is expected to leave Hongkong on or about the 16th January, 1922, taking passengers and cargo for MARSEILLES and LONDON calling at Bombay.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and For. Said.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"SEATTLE MARU" ... Tuesday, 11th Oct.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"KASADO MARU" (Passenger Service) ... Sunday, 9th Oct.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER service.

"BUSHO MARU" ... Tuesday, 1st Nov.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.

"ARIZONA MARU" ... Thursday, 30th Oct.

"MANILA MARU" ... Friday, 4th Nov.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" ... Friday, 14th Oct.

NEW ORLEANS LINE via SUEZ.

"BOHNEO MARU" ... Friday, 11th Oct.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

"ATLAS MARU" ... Saturday, 18th Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.K. wharf near the Harbour Office.

"KALJO MARU" ... Sunday, 9th Oct.

TAKAO via SWATOW & AMOY.

"BOHNEO MARU" ... Sunday, 16th Oct.

For sailing dates and further particulars please apply to—
Y. YABUDA, Manager,
No. 1, Queen's Building. Agents.

Tel. Nos. 14 & 745

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINE AND AUSTRALIAN PORTS.

Steamer | Arr. Hongkong from Australia | Lv. Hongkong for Australia

SAILINGS SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australia, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
AMOY & SHANGHAI	"SUNNING"	On 8th Oct. 4 P.M.
AMOI, MANILA, Cebu & Iloilo	"FAMING"	On 8th Oct. 4 P.M.
SHANGHAI & SWATOW	"SEANG"	On 8th Oct. 4 P.M.
SWATOW & SINGAPORE	"KWEIYANG"	On 9th Oct. 10 A.M.
NEWCHANG & TIENTSIN	"CHINESE"	On 9th Oct. 10 A.M.
SWATOW & SHANGHAI	"SHINKANG"	On 11th Oct. 4 P.M.
SHANGHAI	"BOOHOW"	On 13th Oct. Noon.
HOIHOW, PAKHOI & HPHONG	"KAIHONG"	On 15th Oct. 10 A.M.
SHANGHAI & TIENTSIN	"CHEYAN"	On 15th Oct. 4 P.M.

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S.S. "COAXET" Oct. 15th.

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